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### Bulletin - June, 1973

Civil Aviation Medical Association

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**DON'T MISS IT!**  
**8TH ANNUAL SYMPOSIUM**  
**GUADALAJARA, MEXICO**  
**OCTOBER 22-25, 1973**

## **CIVIL AVIATION MEDICAL ASSOCIATION**

**HEADQUARTERS**  
**801 Green Bay Road**  
**Lake Bluff, Illinois 60044**

# **BULLETIN**

## **PRESIDENT'S REPORT**

JUNE 1973

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Mexico, D.F.

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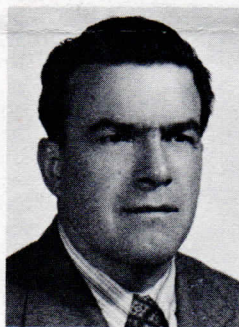
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801 Green Bay Road  
Lake Bluff, Illinois 60044



*Luis A. Amezcua G., M.D.*  
*President*

On behalf of Dr. Pinet, Chairman of the Membership Committee, I wish to report that invitation letters to join CAMA were sent to the Designated Medical Examiners in Mexico and to the graduates of the annual course in Aviation Medicine given by my Department. As of today, we have accepted many new members from Latin America.

Work has been actively and continuously carried out concerning the organization of the VIII International Symposium on Civil Aviation Medicine. As I have previously reported, the hotel El Tapatio has allocated between 150 and 200 rooms at a very conveniently low price, taking into account the category of the hotel. The charge per room will be \$20,

including continental breakfast in the room. This rate will apply to 1, 2 or 3 persons in the same room. The only restrictive condition, and the hotel management emphasizes this point, is that one night's deposit should be sent before the 31st of August.

Al Carriere, our Business Counsel, will be mailing out a final printed program, a registration card for the hotel, and descriptive brochures describing the hotel and the City of Guadalajara.

The registration fee for the meeting will be \$25 for members; non-members will pay \$30. No registration fee will be charged for the wives.

The 8th Annual Symposium will be inaugurated by the State Secretary of Communications and Transport at 10:00 a.m., Monday, October 22 at the opening ceremony, at which time simultaneous translation services will be provided, as they will be for the Scientific Sessions. Other personalities will be present at the opening ceremonies including the Governor of the State of Jalisco, the Mayor of the City of Guadalajara and the President of the University. On the lighter side, a performance will be given by either the Estudiantina of the University or the Rondalla Tapatia.

Since the time available for the ladies after the opening ceremonies during the morning does not permit a full activity program in the city, arrangements have been made to offer the ladies, within the facilities of the hotel, a presentation, with consecutive interpretation, dealing with the history of painting, music and arts of the State of Jalisco.

Fortunately, our Symposium coincides with the October Fiesta Celebration in Guadalajara, being held in the city. A full program of cultural and social activities is scheduled at that time, such as regional costumes, fashion shows, typical dances of the different regions, arts and crafts exhibits, bullfights, cockfights, fireworks, etc., which the provincial authorities have very kindly offered to us.

For those who have not pre-registered with CAMA headquarters, a registration desk will be open in the lobby of Los Colomos at 8:00 a.m. on Sunday, October 21. Registration will also be open on Monday, October 22 from 8:00 a.m. to 10:00 a.m. For those registering on Sunday, free tickets will be available to see the performance of the Folkloric Ballet of the City of Guadalajara, presented at the Degollado Theater.

During the week, a series of cultural and social events are being planned; I think our Symposium will offer excellent opportunities in that respect. The dinner banquet will be held on the evening of Wednesday the 24th. Tickets and table assignments will be available at the registration lobby.

*(Continued on next page)*



## President's Report (Continued)

If transportation from the airport to the hotel is desired on arrival, please indicate this by marking the relevant box on the hotel reservation form.

Finally, I wish to tell you that this year has been a particularly busy one for me because my Government has approved the creation of the National Center for Aviation Medicine in my country, which will supersede my present Department. This creation constitutes for me the realization of a dream long hoped for. This has prevented me, unfortunately, from devoting as much attention to the Civil Aviation Medical Association as I would have liked.

Please let me repeat what I wrote in the last Bulletin, and send your views concerning CAMA and its activities to me or to members of the Board of Trustees.

I hope to greet many of you personally at our meeting in Guadalajara.

—Luis A. Amezcua G., M.D.  
President

## REPORT ON SCIENTIFIC MEETING GUADALAJARA

When I was appointed Chairman of the Scientific Program, the general trend of the Association showed two very distinct characteristics:

- 1) the need for active membership participation; and
- 2) the internationalization of activities.

On account of the first one, a call for papers was mailed to each CAMA member. My expectations (guesses) were that about 50 abstracts would be received; unfortunately I was wrong — as of the deadline, 29 were received. As of last week, a total of 46 came to my office. Perhaps this should be taken into account for future meetings. Journal advertisement should also be explored further.

Concerning the international character of our activities, thanks to Dr. Amezcua's tireless efforts, 284 letters were mailed from his office to Latin-American colleagues. I have joined in these efforts by contacting key people in Governments, Administrations, Airlines and International Organizations. Besides these official requests, I have sent personal letters to many colleagues that I thought were worth contacting. As you can imagine, I was under heavy pressure trying to assemble a scientific program that could match the magnifi-

## VIII ANNUAL SYMPOSIUM — C.A.M.A.

Guadalajara, October 22-25, 1973

### Scientific Programme

#### (Preliminary Version)

MONDAY	10:00 to 11:00	Opening Ceremonies — with the presence of international dignitaries and a colorful presentation by a regional musical group.
	11:00 to 11:30	Break
	11:30 to 13:00	Round table on "Aeromedical Certification Criteria". Panelists are prominent specialists from 6 countries, who will discuss the following topics: Head trauma, Visual, colour perception and hearing requirements, Diabetes mellitus, Myocardial infarction and Hypertension. The moderator will be a representative of the International Civil Aviation Organization (a United Nations Agency with responsibility in international civil aviation).
	13:00 to 13:30	An audiovisual presentation on a topic of socio-medical importance: "Drug abuse control".
TUESDAY	09:00 to 11:00	The "Lloyd E. Buley Memorial Session". Eight papers will be presented in the areas of human factors, accident investigation and accident prevention.
	11:00 to 11:30	Break
	11:30 to 13:00	A preventive medicine programme will be conducted in a panel form. The subject of health maintenance will be presented and discussed by both physicians and pilots.
	13:00 to 13:30	An audiovisual presentation on the importance and management of diabetic retinopathy in civil aviation.
WEDNESDAY	09:00 to 11:00	Clinical Aviation Medicine. Eight papers covering a variety of subjects such as acquired left bundle branch block, diabetes mellitus and air ambulance services for a variety of conditions.
	11:00 to 11:30	Break
	11:30 to 12:30	Clinical Aviation Medicine continues with papers in the areas of sickle-cell trait and aeromedical assessment.
	12:30 to 13:30	A physician's first-hand account of the Great London (UK)/Victoria (B.C. Canada) air race of 1971 in which he participated with a Cessna 182 K.
THURSDAY	09:00 to 11:00	Aeromedical Education and Research. Papers will be presented covering the most recent information available in areas of importance to civil aviation medicine.
	11:00 to 11:30	Break
	11:30 to 13:00	This session will include papers covering both aeromedical education and clinical medicine.
	13:00 to 13:30	The President of CAMA and the Chairman of the Scientific Programme will summarize the deliberations held throughout the week and present the conclusions derived.

Simultaneous interpretation will be provided. Active audience participation will be encouraged. Papers represent the following countries: Canada, United States, Mexico, Colombia, Argentina, Spain, France, Switzerland, Germany and Ghana. The International Civil Aviation Organization (ICAO) will also be represented. This programme has been prepared by Dr. Silvio Finkelstein, a CAMA Trustee, Chairman of the Scientific Program Committee, formerly associated with the Argentinian administration and presently a medical officer with ICAO.

cence of the social and cultural events being planned.

The results can be regarded as excellent. A preliminary program that I presented to Dr. Amezcua last month covers a four-day period within the allotted time. Emphasis is given to modern day civil aviation medicine, with sessions including subjects covering a variety of interesting problems

(see page 3)



Silvio Finkelstein, M.D.  
Chairman, Scientific Program



and approaches. There are panel discussions, round table sessions, invited lectures and free communications. Ample audiovisual material will be presented and simultaneous interpretation will be provided. I have brought with me a preliminary version.

Papers have come from the following countries: on this side of the world heading south, Canada, U.S., Mexico, Colombia and probably Argentina. Crossing the big lake, heading east, Spain, France, Switzerland and Germany. From Africa, a good friend of mine will update our knowledge with his presentation dealing with the sickle-cell trait and aviation. He is the Head of the Medical Division of a hospital in Ghana and serves as a consultant to the Civil Aviation Authorities. For each session, I have appointed two co-Chairmen; one English speaking and the other Spanish Speaking. Tape recordings of all the sessions including

*(Continued on back page)*

*Speaker's table at the CAMA luncheon during the annual meeting of the Aerospace Medical Association in Las Vegas, Nevada, May 9, 1973. Seated at table, left to right, Dr. E. R. N. Grigg, Secretary-Treasurer; Dr. Harold N. Brown, Past President; Colonel John P. Stapp; Dr. Earl T. Carter; Dr. Silvio Finkelstein, the luncheon speaker; Dr. Luis Amezcua, President; General Spurgeon Neal; Dr. LeRoy Wolever, President-elect; Dr. Marvin B. Hays, Board member and President of the Flying Physicians Association.*



*Ing. Eugenio Mendez D.  
Secretary of Communications and  
Transportation, Mexico*



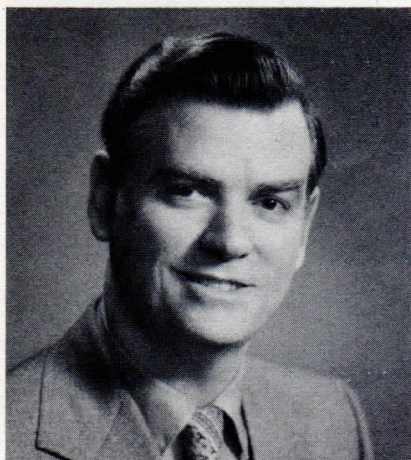
*Governor Alberto Orozco Romero  
of the State of Jalisco*



*Cathedral and Main Square of Guadalajara, Site of CAMA's Annual Meeting.*



## PAST PRESIDENT WINS TAMISIEA AWARD



*Harold N. Brown, M.D., CAMA Past President, was the recipient of the John A. Tamisiea Award.*

CAMA Past President, Dr. Harold N. Brown, Lombard, Illinois, was the recipient of the John A. Tamisiea Award at the annual meeting of the Aerospace Medical Association in Las Vegas, Nevada, on May 9, 1973.

Sponsored by the Civil Aviation Medical Association, the award is made each year to a doctor for having made the year's most significant contribution to the art and science of aviation medicine as it applies to general aviation.

A Senior Aviation Medical Examiner and Accident Investigator for the Federal Aviation Administration, Dr. Brown is Past President of both the Flying Physicians Association and the Civil Aviation Medical Association.

He is a member of the Medical Advisory Committee to the Federal Air Surgeon, Chairman of the General

Aviation Oxygen Committee for the Society of Automotive Engineers, and Past Chairman of the General Aviation Committee for the National Safety Council.

A commercial pilot and instrument flight instructor, Dr. Brown flies a turbocharged Cessna 310, which flew to Europe and back several years ago.

Besides being a consultant for Beech Aircraft Corporation, Cessna Aircraft Corporation, World Airways, and the Airline Pilots Association, he is the author of numerous articles on medical and aviation subjects.

His best known book is "Pilot's Aeromedical Guide," a manual used for providing pilots with the basic aeromedical information they should have.

### Report On Scientific Meeting — Guadalajara *(continued)*

opening ceremonies and panel discussions will be effected. Those recordings should provide us with a wealth of material that we may decide later to print as a book of proceedings or save it for the near future when our much-needed journal will see the light. That is one of the tasks I have in mind which is in urgent need of decision and hope that the Special

Committee appointed by Luis Amezcua will make relevant recommendations.

I personally think that the new approach to the program (active member participation and international papers) will serve another purpose: it will give an idea of the level of information available on a world-wide basis and perhaps will tell us "where do we go from here". In other words, which areas of aeromedical information are in need of revision, updating

or appropriate dissemination of the relevant information available. The Civil Aviation Medical Association should be in the forefront of professional societies dealing with this specific field.

Mr. President, my apologies for taking so much time with this report. I will be delighted to answer any questions.

—Silvio Finkelstein, M.D.

### 71-31 APPARENTLY NOT DEAD!!

In spite of the fact that there has been almost unanimous opposition to 71-31, a medical examination system proposed by the Federal Air Surgeon's office, it appears that the FAA still intends to force into effect a regulation which would implement same. (See Federal Air Surgeon's Medical Bulletin April, 1973).

Among the numerous negative aspects of 71-31 is the proposal that the qualified private practitioner Class I medical examiner involved in airline pilot medical certification be replaced by the airline employed physician.

The present system which requires that the Class I examiner be experienced, qualified, and periodically updated by training in aviation medicine, and the present scrutiny of these examiners by review of each applicant's medical exam and annual redesignation of the examiner, would be dropped. This would be replaced by what appears to be only one significant requirement, namely, that the physician giving airline pilot medical exams be employed by an airline. Under the proposed system, the medical exam report, unless the applicant does not pass his medical, would go into the company's files and would not be routinely reviewed. With the present system each medical exam is reviewed (passed or failed) by the aeromedical certification branch of the FAA in Oklahoma City. This branch's ability to promote aviation safety and apply medical standards through use of their present system of exam scrutiny would end as far as the airline pilot is concerned.

The Aeromedical Certification branch has developed a reputation for extreme competence and effectiveness in review of these medical exams, and in communication with pilots and examiners to the benefit of all of aviation. It is appalling to think that this excellent system would be deleted. The above only touches on the detriments inherent in 71-31.

As most of you know the Civil Aviation Medical Association has taken a strong stand in opposition to this proposal which we feel is a major compromise in safety and in the professional relationship between pilot and physician. At the FAA hearing on this subject, the Airline Transport Association, the Airline Pilots Association and its numerous regional organizations, Allied Pilots Association, the Airline Flight Engineers, CAMA, and the Flying Physicians Association expressed, at length, in detail, and with obvious forethought, overwhelming opposition to 71-31. Unfortunately the Federal Air Surgeon and his assistant were conspicuous by their absence at this hearing. It is unreasonable for the FAA to attempt to implement a system unacceptable to those most involved and most knowledgeable in aviation.

Copies of CAMA's 31 page presentation at the official hearing are available at CAMA headquarters.

CAMA suggests that you let your views be known to Alexander Butterfield, Administrator, Federal Aviation Administration, Washington, D.C. 20590.